

**CLUB**  
PER DOZEN ... \$12.00  
**F.O.S.**  
PER DOZEN ... 15.00  
The Best Whiskies at the Price  
on the Market.  
**H. PRICE & CO.**  
12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857

No. 13,580 號十捌百伍千參萬壹第 日玖初月捌年柒十二緒光 HONGKONG. SATURDAY, SEPTEMBER 21st, 1901 陸肆壹 號壹十式月玖年壹零百九千壹英港香 PRICE, \$2½ PER MONTH

## CHAMPAGNE

JULES MUMM

PER CASE. PINTS, 350; QUARTS, \$48.

A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.  
WINE SHIPPERS SINCE 1815  
Who have consigned their Brandy to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central.  
47]

JOHN WALKER & SONS'  
FAMOUS  
KILMARNOCK WHISKY.

This World-renowned  
OLD HIGHLAND WHISKY,  
Sole Shippers—CUTLER, PALMER & CO.,  
is obtainable in Hongkong by their Agents.

SIEMSEN & CO.  
Hongkong, 1st January, 1901.

CUTLER, PALMER  
& CO.'S  
PRICE \$10.75 PER DOZEN

NET

“SPECIAL BLEND” WHISKY  
Bleed  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.  
1.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 4.30 p.m. Every 15 minutes.  
5.30 p.m. to 6.00 p.m. Every 10 minutes.  
NIGHT CARS ON Week Days.  
8.45 p.m. & 9 p.m. 9.45 to 11.15 p.m. very 1 hour.  
NIGHT CARS ON SUNDAY.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.30 a.m. Every 20 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS ON Week Days.  
SATURDAYS.  
Extra cars at 11.30 a.m. and 11.45 p.m.  
EXTRA CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1901.

VICTORIA CYCLE  
EMPORIUM.

THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous “NEW  
HOWE” and “MONOPOLE” CYCLES,  
and we also supply fittings of every description.  
Bargains can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.

MCKIRDY & CO.

43 & 45, QUEEN'S ROAD EAST.

Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.

PORLTAND CEMENT.  
\$5.50 per Cask of 375 lbs, net ex Factory.  
\$3.30 per Bag of 250 lbs.

SHEWAN, TÖMES & CO.

General Managers.

Hongkong, 1st June, 1901.

[1444]

RUNART PERE & FILS REIMS

Established 1719.

CHAMPAGNE GROWERS AND  
SHIPERS.

Ship only the Finest Quality.

Extra Dry (Green Seal).

LAURENCE WEGENER & CO.

Sole Agents.

Hongkong, 17th May, 1895.

[1271]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE “PALL MALL.”

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

## CHAMPAGNES.

PAUL DOMMIER GOLD MARQUE.  
C. H. DARGONNE & CO.  
IRROY & CO. CARTE D'OR EX SEC.  
LANSO PERE ET FILS.  
PIPER HEIDSIECK, GOLD FOIL.  
GIESLER & CO.  
KRUG & CO. PRIVATE CUVEE.  
BOLLINGER & CO. VERY DRY.  
LOUIS ROEDERER GRAND VIN SEC.  
POMMERY & GRENO.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

15, Queen's Road, HONGKONG. WINE AND SPIRIT MERCHANTS.

Hongkong, 18th September, 1901.

COTTAM & CO.

HAVE RECEIVED a NEW STOCK of SOFT FELT HATS in ALL SIZES  
and the LATEST SHAPES in “DOUBLE” COLLARS.

LEATHER TRUNKS, BRIEF BAGS, DRESS SUIT CASES, &c.

Are now being Shown.

## INSURANCE

TO TOURISTS AND TRAVELLERS

THE STANDARD LIFE ASSURANCE  
COMPANY Grants Policies to Trav-  
elers for three or six months WITHOUT  
MEDICAL EXAMINATION.

For Particulars of Scheme, apply to

DODWELL & CO., LTD.  
Agents.

Hongkong, 12th February, 1901. [6-1642]

## HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect  
Elegantly Furnished Reading, Music, and  
Smoking Rooms.

Dining Accommodation for 250 persons

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from

Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by  
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE.

W. BREWER & CO.

NEW BOOKS, NEW EDITIONS, NEW GENERAL STOCK EX  
ENGLISH MAIL, &c.

FOR SALE.

Newest England: Notes of a Democratic  
Traveller in New Zealand, with some  
Australian Comparisons, by Honry  
Demarest Lloyd. . . . . \$6.00

Cinderella, by Crockett. . . . . 1.50

Every Man His Own Lawyer. . . . . 4.00

Hutton's Work Managers' Hand-Book. . . . . 9.00

Hutton's Steam Boiler Construction. . . . . 10.00

Kipling's 1st and 2nd Jungle Books. . . each 3.50

Sheldan's Electrical Machinery. . . . . 7.00

Royalists of the World. . . . . 7.00

David's Metallurgy. . . . . 8.50

Martin's Siege of Peking. . . . . 2.25

The Dog: How to Manage and how to  
treat them, by Mayhew. . . . . 3.00

Fights for the Flag, by Fitchell. . . . . 0.35

A Midnight Passenger, by Savage. . . . . 1.50

Sister Teresa, by Geo. Moore. . . . . 1.50

Khaki in South Africa. . . . . 2.50

The Globe Song Folio. . . . . 1.50

23 & 25, Queen's Road, Hongkong. [a37]

## SECOND-HAND FRENCH NOVELS.

## VERY LOW PRICE.

BEST and CHEAPEST BRAND EGYPT.

TIAN CIGARETTES in Air-Tight Tins.

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS.

a306] SALAD OIL AND  
PURE WINE VINEGAR.

JUST RECEIVED.

BESSEDE OIL.

EXTRA SUPERFINE VIRGIN CLARFIELD. . . . . \$9.00 per Bottle

PURE LUCCA OIL. . . . . 9.00

\* EXTRA SUPERFINE (in Tin of 1 Gallon). . . . . 4.00 " Tin

\* Special Price for Quantity.

PURE WHITE WINE VINEGAR (à l'estragon). . . . . 0.60 " Liter

" RED " " " 0.40 " "

" " " 0.40 " "

G. GIRAUT. 6, QUEEN'S ROAD.

IN RE FERGUSON & CO.

IN BANKRUPTCY.

NOTICE OF FIRM

NOTICE.

WE have appointed Mr. W. S. ALLEN

to be Manager of our Hongkong

Branch, and to have charge of our interests in

the Far East, including the Philippines Islands.

ARTHUR R. LEAKE,  
Official Receiver,  
Chefoo, 22nd August, 1901. [a2292]

IN RE FERGUSON & CO.

IN BANKRUPTCY.

SPERRY FLOUR COMPANY (INCORP.)

SAN FRANCISCO,

CALIFORNIA.

Hongkong, 18th September, 1901. [a381]

## INTIMATION.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRITS MERCHANTS.

ESTABLISHED A.D. 1841.

## SHERRY.

|  | Per Case<br>1 doz. |
|--|--------------------|
| A. SUPERIOR PALE DRY, Dinner<br>Wine, Green Seal Capsule   | \$10.89            |
| C. MANZANILLA, PALE<br>NATURAL SHERRY, White<br>Capsule  | 12.00              |
| CC. SUPERIOR OLD DRY,<br>Pale Natural Sherry, Red<br>Seal Capsule  | 12.00              |
| D. VERY-SUPERIOR OLD PALE<br>DRY, Choice Old Wine, White<br>Seal Capsule   | 14.40              |
| E. EXTRA SUPERIOR OLD<br>PALE DRY, Very Finest<br>Quality (Old Bottled)  | 20.40              |
| In addition to Wines of our own bottling,<br>the following brands, bottled in Europe,<br>have been specially selected, and procured<br>from the celebrated firm of MESSRS. GEO.<br>G. SANDEMAN, SONS & CO., of LON-<br>DON and OPORTO, for whom we have<br>been appointed Sole Agents: | Per Case<br>1 doz. |
| LIGHT DRY  | \$17.00            |
| SOLERA   | 25.00              |
| VERY-PALE DRY  | 25.00              |
| FULL GOLDEN  | 30.00              |
| PALE DRY NUTTY   | 32.00              |
| FINE OLD BROWN   | 42.00              |

A. S. WATSON & CO.  
LIMITED,

THE HONGKONG DISPENSARY.

135

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 21st September, 1901.

WHEN Dr. ATKINSON at the Sanitary Board meeting on Thursday said that he did not know how the four-wheeled horse ambulances, which are being procured from England for conveyance of plague-sufferers, would stand the roads which we have in Hongkong, he called attention once more to an often criticised but still unremedied defect in the condition of Victoria. We have a Public Works Department which for its size gets through a fair amount of work in the course of a year, but we have not and we do not appear likely to have for a long time to come even main roads which are fit for traffic. A certain measure of complacency, it is true, seems to be felt by some of the authorities on the subject, for Mr. H. P. TOOKE, Senior Executive Engineer and Acting Assistant Director of Public Works, reporting on the maintenance of roads and bridges in Victoria, under the heading of "Annually Recurrent Expenditure" in the Public Works Report for 1900, said:—"The roads, streets, and bridges generally were kept in good repair." Mr. TOOKE must have intended the word "generally" to be used in a very qualifying sense, or he was not in the habit of riding in a ricksha about our main streets. The shocking road leading along the Western Praya would convince anyone that Hongkong roads are insufficiently looked after. It is perhaps our worst example, but there are many others which are a disgrace to the Colony. It is practically impossible to take a ricksha ride in any direction without being most disagreeably jolted and shaken up. In wet weather an element of actual danger is added to the ride, and there was one case this year of the occupant of a ricksha being thrown out and injured owing to the vehicle being upset on the slippery surface of the road leading past the Hongkong, Canton and Macao steamboat wharf. Considering what little wear and tear our streets get compared with those in towns at home, it is difficult to imagine what material we have got hold of which makes such bad roads. Mr. TOOKE, in the report to which we have referred, says that it is symptomatic and a great improvement on the softer granites. This being so, then the fault must lie in the way in which the material is laid down and looked after. If no

improvement is effected we must remain under the imputation of having the worst roads of any European settlement in the East. The most humiliating part of the affair is that it is not want of money which prevents a change. We have ample money to construct good roads as our neighbours, but apparently there is a rooted objection to spending it on certain most necessary improvements. After all, it cannot be denied that tax-payers have a right to ask that they shall have decent and well-kept roads to travel over. This is not at present the case in the City of Victoria, and we are glad to see the President of the Sanitary Board calling attention to the fact. Any visitor to Hongkong drawing his conclusions from the state of the roads, will imagine that the Colony was in a bad way. The policy of allowing the creation of so unfortunate an impression is, it is needless to say, unsound.

COMPLAINTS, either in letters to the local Press or verbal, have been very frequent of late about the conduct of public chair and ricksha-coolies, and there can be no doubt these complaints are well-grounded. Numerous cases of insolence, refusing a hire, demanding more than legal fare, and similar offences must have come under the notice of most of our readers. Very generally it is asserted that the Police fail to keep these coolies in order and that this most troublesome class of native is being allowed to get out-of-hand. In reality, however, this charge against our Police is hardly just. In the matter of importunate solicitation of fares, a little more might be done to check what sometimes amounts to the mobbing of a would-be fare by a crowd of chair or ricksha-men. But with regard to insolence of conduct, etc., the remedy lies, primarily, in the hands of the public. Cases of the kind are usually passed over by the sufferer because he is unwilling to take the trouble to prosecute; he does not refrain, nevertheless, from ventilating his grievance and complaining of neglect of duty on the part of the Police. Possibly also many people take no action because they are unaware of the power of the Captain-Superintendent of Police to cancel vehicle-licenses, should he think fit. The real and only remedy which the public has against annoyance and aggression on the part of the coolies in question is to send in a complaint to the Captain-Superintendent for the time being, giving the number of the vehicle against whose puller or bearers the charge is brought, with other essential particulars. In such a case the complainant may rest assured that if he has a genuine grievance the Captain-Superintendent will send for the offending coolies and either admonish them or deal with their licenses according to the circumstances of the case, without troubling the complainant further in the matter as a rule. But without the information the Police are powerless, and the public must bestir itself in the first instance. If the trouble is too great, the grievance cannot be very acute. We are convinced, however, that the failure to lodge the complaint in the right quarter arises chiefly from ignorance of the power of the Captain-Superintendent of Police; and also, in a less degree, because a number of cases in the Police Court where coolies have been brought to book, having been dismissed with fines paid by the guild, have inflicted no punishment on the offender. A more harmonious co-operation of the public and the Police is needed to check the abuses which have sprung up, and we think that at the present this is not too much to hope for.

During the 24 hours ending at noon yesterday a fresh case of plague (Chinese) was reported, followed by death.

Yesterday the French flagship *Anjou* arrived from the Pescadores, and the British hospital-ship *Carthage* left for Taku.

A party of men from the U. S. monitor *Montgomery* raised the pinacee which was sunk the other night in a collision with the steam-launch *Way Fong*, yesterday morning.

Lieut. A. Blake, A.D.C. to H.E. the Governor, having obtained a month's leave, Capt. W. L. Warren, R.G.A., Private Secretary to H.E., will for the time being undertake the duties of A.D.C. also.

The cricket ground will be open to-day. The first match of the season will take place on the 25th instant, under the title of XI v. XXII, and the following week the Club will play all-comers.

We are requested to state that the Band of the 22nd Bombay Light Infantry will play in the Hongkong Hotel this evening on account of the regretted death of President McKinley.

A scratch race for four-oared boats will run over the regatta course at 5.15 on 9th November next. The following crews will compete:—Boat and Station No. 1.—A. E. Katsch, C. Sherington, J. Plummer, G. R. Stevens, H. M. Tibby (cox). Boat and Station No. 2.—H. W. Bennett, J. V. Bennett, W. J. Whitley, H. Harsethouse, S. Seth (cox). Boat and Station No. 3.—E. W. Carpenter, W. Hoekford, H. L. Bingay, J. O. Hughes, F. White (cox).

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The Shanghai *Union* writes against tramway schemes for the Settlement, and says:—"We note that one of the Shanghai daily papers has again been harping on tramways, and confidently stating that if a well-considered scheme were brought before the ratepayers it would be carried. We cannot help admiring our contemporary for his pertinacity in championing tramways, but we think this cause a lost one all the same. One thing against tramways—if they succeeded—would be the immense loss of revenue to the community, for last year the income from jinrikishas and wheelbarrows was Tls. 86,000. Will tramways contribute anything like that sum?"

The numerous friends in Hongkong of Admiral du P. de Richelieu, the head of the Siam Navy, will be glad to hear that he is not going to retire yet. We stated his resignation in our issue of the 28th ult., on the strength of a report from Bangkok itself. We are very pleased to be able to announce his continuance at his post, for his retirement would be a great loss to Siam. With regard to the second part of our paragraph concerning Admiral de Richelieu on the 28th ult., it was not intended to convey that we accepted the account on of his enemies, who failed absolutely to damage the Admiral's reputation. We gladly take the opportunity, however, to contradict the story.

According to recent advices from Hoihow, the French seem to be making things lively at that otherwise quiet city. Several of the French officers are behaving very much as conquerors, and are intimidating the peaceful natives generally. Chinese merchants of good standing are strongly protesting against the French invasion and interference, although they for the latter have come to settle. Only a few days ago a party of French officers shot at a sampan boy because he did not reply to their call, being asleep. The boy was severely wounded, and was eventually handed over to an American missionary doctor, and the Chinese official was compelled to square the matter by asking the Frenchmen to pay the boy's parents \$50. As Hainan has not yet become French territory—the Chinese are fearing that it will soon be—it might do no harm for a foreign gunboat to look up Hoihow.

A case interesting to British married soldiers was heard in the Bombay Police Court the other day. The wife of a lance-corporal in the Oxfordshire Light Infantry charged a colour-sergeant of the same regiment with assault and wrongful confinement. Her husband had been placed under arrest, and the complainant came out of her room and asked the reason of her husband's arrest. She was told that if she did not "git up" she herself would be made a prisoner. The defendant almost immediately ordered up a police guard and directed the complainant's removal by main force to the guard-room. For the defense it was argued that the complainant, being on the strength of the regiment, was amenable to all the pains and penalties incidental to a breach of military discipline as much as any ordinary soldier, and that the defendant in taking the action he did was under the *bona fide* belief that he was doing his duty. For the complainant, it was contended that there was no regulation which authorised the arrest or the confinement of a woman who resided in barracks. The husband of any woman who offended became liable, and was punished. Towards the conclusion of the hearing a compromise was come to on the complainant being compensated. Fifty rupees as compensation were handed to the complainant.

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At the meeting of the Zoological Congress in Berlin last month, Professor Blaenau of that city, read a paper on fossil human remains, in which he urged that the very greatest care should be exercised in drawing deductions from the conformation of prehistoric bones found in caves, &c. He denied that anthropology was able to throw any light on the history of human development. It was different with zoology, which could prove that men and anthropoid apes belonged to the same family. The investigations of Friedenthal had shown that the blood of animals, when inserted into the veins of others of the same family, produced no bad effect, but was assimilated. When inserted into animals belonging to other families, it caused death. Asso's blood, for example, was assimilated in the veins of horses. Human blood, however, acted as a deadly poison in the veins of all animals, including monkeys, with the sole exception of anthropoid apes—a proof that we were blood-relations of these animals.

Mr. Charles Eliot, the Commissioner of the East Africa Protectorate, has a very pretty wit, and it is a pity that his humour should be extenuated in Parliamentary papers. His latest report on the vast dominions in his charge, issued a few days ago, contains one or two passages to which we would give the wide circulation which is their due. Writing of the Uganda Railway, Sir Charles writes that it must not be supposed that the iron road has in any way spoiled the picturesque wildness of the country and people around it. "It is not a humorous exaggeration to say that the way-side landscapes remind the traveller of the series of pictures in *Punch* called 'Prehistoric People.' On the platforms naked savages peer and grin with good-humoured curiosity, their nudity is rendered more conspicuous by the fact that they wear short cloaks hanging down their backs, and carry elaborate ornaments, often including old jam-pots, in the slits cut in their ears. Near the stations the ostrich and the barn-door fowl almost intermingle. The obstinate rhinoceros, who assimilates new ideas more slowly than other beasts, sometimes disputes the passage of the train in a narrow cutting and deftly slips it, though he perishes in the attempt. A troop of more intelligent elephants occasionally occupy a station, and in their curiosity ravage the booking office and take tickets, which cannot be accounted for afterwards." Would that all Blue-books were as bright as this!

At the Supreme Court yesterday morning in Summary Jurisdiction, before His Honour T. Sercombe Smith, Acting Justice of Peace, Tung Fat, a domestic boy lately in the employ of Mr. Terrill, manager of the Soldiers' Club, sued his former master for the sum of \$13, wages alleged to be due by the defendant for services by the plaintiff for the month of August and part of the succeeding month.

In the course of the hearing His Lordship had occasion to reprimand the plaintiff for his impudent attitude towards Mr. Terrill, telling him that such conduct was unfortunately common enough in private houses, but would not be tolerated in a public court.

When Mrs. Terrill was in the witness box giving evidence, the plaintiff asked her if it was not the case that he gave notice that he intended to leave his employment. Mrs. Terrill replied in the negative, and the plaintiff thereupon told her that she was not speaking the truth.

On hearing this remark, His Lordship at once fined the plaintiff three dollars for contempt of court, saying he would not have a British lady insulted in a British court of law by a Chinaman.

In the end, judgment was given for the plaintiff for the sum of three dollars, the amount admitted to be due to him by the defendant. His Lordship directed the money to be paid into Court direct, and not to the plaintiff.

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The second-class cruiser *Fox* is to be commissioned by Captain Frederick S. Polham on the 10th inst., for the purpose of relieving the *Marathon* in the East Indies.

Mr. John Dix Morgan, representing California capitalists, has bought gold claims in the Philippines to the amount of \$280,000 (gold).

All the claims are situated in the province of Bonifacio, and belonged to ex-volunteers, who remained in the islands when their regiments went home, and located their claims.

A remarkable case of impersonation was recently brought to light at Rawalpindi, and led to the arrest of a man named Waterfield, alias Blanchfield, a driver in the North-Western Railway. The accused and a man named Blanchfield were employed together in the railway workshops at Lucknow some three years ago, and when Blanchfield proceeded to Uganda assumed his name, and by using his certificates, duplicates of which he fraudulently obtained by applying to the railways on which Blanchfield had served, secured employment on the North-Western Railway. On the accused's house being searched, several incriminating documents, copies of certificates, etc., were found. A photograph of Blanchfield has been obtained, and a married sister of his has testified to the accused being an impostor.

The *Marine Review*, of Cleveland, Ohio, publishes the particulars of the new United States battleship *Maine*. Her length between perpendiculars is 388ft.; over all, 393ft. 10in.; beam, 27ft. 2in.; draught, 25ft. 6in.; displacement, 12,300 tons, or with a full load 13,500 tons; engines, 16,000 h.p., supplied by Niclausse boilers; speed, 18 knots. Her armament will consist of four 12in., 16in., and 24in. guns. Her two torpedo-tubes will be submerged. Krupp armour will be used, and her armour-plate will extend 3ft. below and 4ft. above the water-line. The belt will be 11in. thick at the top and 7in. thick at the bottom amidships, and will taper to 4in. right forward, but will be discontinued aft at 40ft. from the stern. For these 60ft. the armour deck will be 4in. thick on the slope and 3in. on the flat, while forward the thickness will be 2in. only. It is expected that the vessel will be ready for her trials next summer.

Commenting on the barrenness of the past English Parliamentary Session, the *Debates* remarks that the English not only mean to end the war by a complete victory, which is quite natural, but also refuse to understand how anybody either at home or abroad can fail to share their prejudices. "The war," it says, "has deprived the English attitude towards Imperial questions of all calmness. It has, so to speak, narrowed the English mind, and it seems likely to have a demoralising effect, which will not cease with the conflict itself. The war has given an opportunity to the rising commercial rivals of England, and has hastened the moment when the economic crisis which must inevitably attend the development of competing industries will become acute. The time when the English basing themselves with their internal development in security, calmness, and profound self-confidence seems irremediably closed."

At the meeting of the Zoological Congress in Berlin last month, Professor Blaenau of that city, read a paper on fossil human remains, in which he urged that the very greatest care should be exercised in drawing deductions from the conformation of prehistoric bones found in caves, &c. He denied that anthropology was able to throw any light on the history of human development. It was different with zoology, which could prove that men and anthropoid apes belonged to the same family. The investigations of Friedenthal had shown that the blood of animals, when inserted into the veins of others of the same family, produced no bad effect, but was assimilated. When inserted into animals belonging to other families, it caused death. Asso's blood, for example, was assimilated in the veins of horses. Human blood, however, acted as a deadly poison in the veins of all animals, including monkeys, with the sole exception of anthropoid apes—a proof that we were blood-relations of these animals.

Mr. Charles Eliot, the Commissioner of the East Africa Protectorate, has a very pretty wit, and it is a pity that his humour should be extenuated in Parliamentary papers. His latest report on the vast dominions in his charge, issued a few days ago, contains one or two passages to which we would give

work was to be done, and gave the plans to the contractor.

Mr. Bowley.—Your Worship, there are several questions I should like to ask this witness, but I should like him to be cautioned first.

The witness having been cautioned and told that he was not bound to answer unless he liked, Mr. Bowley asked if the work was carried out in accordance with the plans or not.

Witness.—Yes.

Mr. Bowley.—Did you follow the plans strictly in every detail?

Witness.—Yes.

In answer to further questions, witness said he understood the plans. Shown the plan of No. 34, he said he should see a new cross-wall or the ground of the wall to admit the air.

Mr. Bowley.—Did you afterwards put up a wooden partition to keep the air out?

Witness.—The tenant did.

Mr. Bowley.—Did you obtain the approval of Director of Public Works to put in this arch in place of the wall?

Witness.—No.

Shown a section on the plan, witness said he saw four brick arches dividing the kitchen from the yards. He did not put in those brick arches, but did not obtain the approval of the Director of Public Works to dispense with them. He also saw on the plan chimney stack of the four cookhouses and a chimney stack on the cookhouse built by witness, and as seven were high. It was built of brick, and there was one on each house. The owner told him to build these arches and he also gave directions to build the internal cross-wall, as the bricks were useless.

On the top of the roof of the cookhouse on the top floor, witness put a small house, a few feet high, to lead on to the roof.

As it was only a few feet high, witness did not trouble to get the permission of the Director of Public Works.

In the cookhouse on the ground floor, No. 36, witness had not seen a recess in the party wall dividing it from No. 36, respect of No. 32, witness admitted making similar deviations from the plans. In order to build the additional story, it was necessary to raise the party walls; these walls had to be so raised, and the coping had to be taken off the tops of the old walls first.

Between one and two feet of these old walls had to be taken off before witness started to add.

His Worship.—That is reasoning I cannot follow.

Mr. Bowley.—It requires extra skill, your Worship.

Witness, in answer to a final question, said he did not remember seeing any Government official inspect the alterations.

Mr. E. M. Hazeland, civil engineer, who has already given evidence in the enquiry, said he did not previously state that he had anything to do with the alterations at No. 39. It was correct that the owner of Nos. 32 and 34 came to witness and asked if the walls of Nos. 32 were strong enough to hold another story, and witness told him he would let him know about it. To ascertain if they were strong enough, witness sent Mr. Pearson to look at them and see if they were sound. He did not tell him to cut into them to see if they were sound, nor did he tell him to examine the foundations. Mr. Pearson reported that the walls were sound and good, and witness, so far as he remembered, informed the owner to that effect. The latter then gave witness instructions to prepare plans for the alterations, including those to the cookhouse. Witness had the house measured, the work being done by Mr. Stewart, his draughtsman, who also drew up the plans, under witness's supervision. The plan produced (B) was the original plan of alterations at No. 32, which he sent to the P.W.D. He subsequently received a permit (D) from the P.W.D. Plan C, witness thought, was also prepared in his office and sent to the P.W.D. After witness handed back plan D and permit D to the owner, he had nothing more to do with the business. As far as witness remembered, the same course was not then notice any brackets driven into the walls, and on the verandah of the first floor, No. 32, he only saw some tables and stools. He only looked from the street, however. When he went there that afternoon witness saw no indication of an impending collapse, and yet hollow in the inside. As to foundations, it was the approved course to examine them before putting on extra weight. Witness did not calculate the extra weight that was to be put on these walls; he could not say off-hand what the pressure would be on the lowest part of the party wall. Mr. Pearson had been in the building trade for 25 years, and was an overseer under the Building Ordinance in the P.W.D. for a number of years. He had had no training, however, as a practical engineer or architect. Witness had carried out the provisions of the Buildings Ordinance without the building of the additional floor.

Poon Wo, contractor, 3, Sing Won Street, said he had no partners, and that he had been a contractor for eleven or twelve years. He originally had been an apprentice bricklayer. Chan Chin Cheung employed him last year to make some alterations in houses Nos. 32 and 34, Cochran Street. They agreed on a price \$2,250—and before agreeing on that witness saw the plan. Witness understood an English plan. The one shown him was that of No. 32. The alterations marked there were the building of a new cross-wall, including foundations, the taking down of the old roof and the raising of the party wall, the putting in of beams on the third floor, the building up of the front wall, the building in of two brackets with cement, the construction of two new door-frames in the front wall, and the laying of a new roof. The roof was to be covered with black Canton tiles. Witness detailed other alterations marked on the plan. The cross wall on the ground story of No. 32 was 18 inches. Shown the plan for No. 34, witness said there was a difference between it and that of No. 32. In the latter plan the internal cross wall was shown to have one arch on the ground floor and two windows on each of the upper floors, whilst in the plan for No. 32 there was an arch on each floor.

The Court at this point adjourned till 2.15.

On resuming the witness was further examined. In reply to questions by Mr. Bowley, he said the work of the two houses was one job, and witness did it all himself, besides buying material and engaging workmen. He also superintended the work personally, and did not employ a foreman. He had no detailed drawings of the alterations, simply the two plans already mentioned. As to the construction of the verandah, he followed the style of the old verandah. In the plan shown him (C) the party wall went up to a point in the centre, and to put up the addition witness had to take off the coping of the old wall. When the wall was rebuilt, the junction between the old wall and the new was on a slope, the new bricks fitting into the old units alternately. In bricklaying work the bricks were not placed exactly on top of others, and to end "but in such a way that the joints alternated." In buying 1,000 bricks, one got 700 whole bricks and 300 half-bricks. When witness took off the coping of the party wall, he found whole bricks and half-bricks. The old wall was properly made so every joint was covered by a brick—at least, so far as witness saw. The new wall built on top was better than the old wall. Asked to explain how, if the old wall was one. Asked to explain how, if the old wall was properly made, the new one could be better, witness said new material was always better than old. When he built the new wall he used the old bricks. The Government did that; witness was a Naval Yard contractor, and had seen it done. He thought it was safe to put the additional story on the old wall, or he would not have dared to do it. He had never calculated the weight of the material he was putting up. Witness made a careful examination of the lower part of the wall, but he did not go the length of taking the fumants out to do so. He could see without doing that that the wall was safe, for instance, the wall of the Court was safe.

His Worship.—I hope so.

Witness said that in places he scraped off the whitewash to examine the wall, and in the blacksmith's shop he cut a hole to see if the wall was solid. He took out three bricks in length and four in breadth, and did it on his own responsibility. This was on the 22nd or 23rd of December. Witness did not show the hole to anybody, and he did not fill it up until the alterations were completed. The hole was made outside the kitchen door of house No. 32, in the party wall separating the two houses, near the street, and about two' or three feet from the ground. It was nine inches deep. No other holes were made, and witness judged the condition of the three party walls by the hole made in the first, in order to insert the cobbling for the joists, the old wall was cut into and new bricks put in. The owner of the houses called frequently to inspect the work, and told witness to go according to the plan, and to use good material. The small house on the roof above the top cookhouse was built by witness, and as seven were high. It was built of brick, and there was one on each house. The owner told him to build these alterations and he also gave directions to build the internal cross-wall, as the bricks were useless.

The owner further told witness to go according to the plan, and to use good material. The small house on the roof above the top cookhouse was built by witness, and as seven were high. It was built of brick, and there was one on each house. The owner told him to build these alterations and he also gave directions to build the internal cross-wall, as the bricks were useless.

Witness noticed that broken bricks had been used to build the party wall. As a general rule this method was a safe one. Witness's experience had been gained in the P.W.D., and he had no certificates or diplomas.

The Court adjourned until this morning at ten o'clock.

### POLICE COURT.

Friday, 26th September.

BEFORE MR. KEMP.

### CASES OF THEFT.

Lau I Chiu stole twenty-nine pieces of clothing from Cheung Ting, a shopkeeper, and was caught fourteen days hard labour.

Ten Yau, No. 32, Third Street, bearded the cabin steward, and entering the second officer's cabin stole therefrom a pair of binocular glasses valued at \$30. He was caught in the act and yesterday morning received a sentence of two months' hard labour.

Mr. J. Peters, a fireman on the U.S. monitor Monterey, came ashore to buy a suit. While in quest of the latter he was approached by Sing On, a seaman out of employ, who asked him what he was looking for. Peters told him, and Sing On offered to show him a place where he could get a suit cheap, and forthwith took him to a second-hand store.

While trying on the suit Peters took three five-dollar bills out of his trouser pocket and transferred them to his outer jacket pocket. Defendant was behind him at the time. A short time after he felt for his money, he found it gone. Defendant had taken it.

Defendant denied the allegation, but the fact that the stolen money had been found on his person was too strong for him, and he was sentenced to two months' hard labour.

### UNLAWFUL POSSESSION OF ARMS.

P. C. 421 charged Young Tim with having three spears in his house without a licence from the Captain-Superintendent of Police.

He was fined \$1, or four days, and the arms were confiscated.

### UNLAWFUL USAGE OF BOAT.

Tai On unlawfully used his fishing boat for other purposes than fishing and had to pay a \$7 fine, or go to gaol for fourteen days.

### HAWKING AND COUNTERTIME COINS.

Loung Kap, a hawker, was charged with hawking within the limits of Sai Ying-poon market to wit, Queen's Road to Centre Street, and also with having more than five counterfeit coins in his possession, contrary to Section 23, Order 10, of 1865.

He was fined \$3, or seven days, on the first charge and \$21, or one month, on the second. The counterfeit coins were confiscated.

### SWATOW.

FROM OUR CORRESPONDENT.

Swatow, 19th September.

### THE HOUSE TAX.

I have already drawn attention to this new tax, the levy of which, however, has not as yet begun. On the pretext of having to pay this tax, the owner of houses have combined in raising the rents ranging from 15 to 25 per cent. As the tax to be collected is to amount only to 5 per cent. of the rental, the excessive rents demanded are a gross extortion which may generate dissatisfaction among the people.

### PECULIAR BY A CHINAMAN.

Information reaches me from Tinghai, where the Ancestral Hall of the people concerned is situated, that, owing to the claim of Kim Sing Lee not being satisfied, the Ancestral Hall was seized and sealed by the local officials, pending settlement of the demand. The procedure has been repeated by the whole population of that district, whose putative docility accounts for no large stone was large, but not if they were large. The new cross walls were almost in the same position exactly as the old ones, so a fresh plan was not required. The length of the party wall between the cross wall and the front wall was 36 ft. 4 in. The Ordinance provided that no such party wall should exceed 36 ft., but in this case the approval of the Director of Public Works was obtained, thus fulfilling the condition attached to the Ordinance. In the plan of No. 32 the height of the wall was taken from the "footing," six inches below the level of the floor. The proper way to ascertain the position of the footing was to make a hole in the floor. In making alterations to a building, it was the case that old portions should comply with the Building Ordinance, as well as the new. One of the provisions of the Ordinance, Section 10, was that a wall should be solid across its entire thickness, but without opening the wall it would be impossible to ascertain whether or not that provision had been carried out. It was also a provision of the Ordinance, in the same Section, that black bricks should not be used in the lower stories without the approval of the Director of Public Works. There was nothing in the plans to show what bricks the party walls were built of, and without a personal inspection it was impossible to say whether the builder had complied with the Ordinance or not.

### ADDITION OF THE "FOREIGN BOARD."

Owing to the cause set forth in my last communication the Taotai has done away with the "Yeng Wu Chau" and thereby ended what might have proved, if managed judiciously and properly, a valuable adjunct to the Taotai's Yamen, in dealing with foreign affairs. It appears that in establishing the "Foreign Board" the Taotai committed to report this to the Viceroy of this province.

### TACTAI'S RESIGNATION NOT ACCEPTED.

The Viceroy has refused to accept the local Taotai's resignation of office, and hence the latter will remain at his post.

### CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

22nd September, 16th Sunday after Trinity.

Matins (11 a.m.).

Responses, Ferial; Venite, Boyce; Psalms, Goodenough; Polany, Taylor; Te Deum, Russell.

Croch, Poland; Psalm, Troubeck; Anthem, Jones; Pye; Benedictus, Troubeck; Antiphon, Jones; Magnificat, Troubeck; Agnus, Lefebvre.

Offertory, Hymn, 221; Envoicing, 545 p.m.

Responses, Ferial; Psalms, Russel, Smart, Goodenough; Magnificat, Nune, Dimitri, Heinrich; Antiphon, "Ye shall dwell in the Land" (Stainer); Hymns, 174 and 31; Vesper, Hymn, Ward 1; Racial (a) Offertoire in G. (Lefebvre); (b) Benedictus (A. Hollins).

Matins (11 a.m.).

Venite, Elvey; Te Deum, Hayes; Jubilate, Gregory; Hymns, 255, 276 (S. H.) and 288.

Envoicing, 6.30 p.m.

Magnificat, Turle; Nune, Dimitri, Barnby.

Hymn, 304; 459 (10 S.H.) and 314.

The Mission March, "Draping," will call on the ships between 9.30 and 10.30 and between 5.30 and 6, to bring men ashore to the services.

The Mission March, "Draping," will call on the ships between 9.30 and 10.30 and between 5.30 and 6, to bring men ashore to the services.

The "Answering Pennant" may be hoisted.

ST. PETER'S CHURCH.

Matins (11 a.m.).

Venite, Elvey; Te Deum, Hayes; Jubilate, Gregory; Hymns, 255, 276 (S. H.) and 288.

Envoicing, 6.30 p.m.

Magnificat, Turle; Nune, Dimitri, Barnby.

Hymn, 304; 459 (10 S.H.) and 314.

The Mission March, "Draping," will call on the ships between 9.30 and 10.30 and between 5.30 and 6, to bring men ashore to the services.

The "Answering Pennant" may be hoisted.

THE MILITARY AUTHORITIES AND TRANSPORT COPIOUS.

Read letter addressed to Colonel Collard,

### HONGKONG GENERAL CHAMBER OF COMMERCE.

At the Monthly Meeting of the General Committee of the Hongkong General Chamber of Commerce, held at the Chamber Room, City Hall, at 3 p.m. on Monday, the 16th September, 1901.—President, Sir Thomas Jackson (Chairman), Mr. C. S. Sharp (Vice-Chairman), Hon. J. Bell Irving, Messrs. A. Haupt, W. Peate, R. L. Richardson, H. A. Ritchie, N. A. Siebs, H. E. Tomkins, Hon. T. H. Whitehead (Secretary), and K. C. Wilcox (Secretary).

### COMPLIMENTARY.

The CHAIRMAN said, before commencing business, he was sure the Committee would like to offer to Mr. Siebs their hearty congratulations on the occurrence of his silver wedding day (applause), and they sincerely hoped that he would live to celebrate his golden wedding (renewed applause).

Mr. SIEBS briefly acknowledged the compliment.

### MINUTES.

The minutes of the previous monthly meeting held 12th August, 1901, were then read and confirmed.

### THE SANITATION OF THE COLONY.

The SECRETARY reported that, in conformity with the decision come to at last meeting, a reply was on the 16th August, addressed to the Government acknowledging receipt of the Colonial Secretary's letters of the 13th and 18th July, together with their enclosures, and stating that these documents had all been carefully perused by the Committee.

The CHAIRMAN said he thought there was nothing further to be said on that head. The matter was now closed.

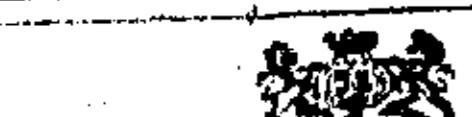
### THE PROHIBITION OF CHINESE IMMIGRATION.

In reference to this question the SECRETARY said that a letter was, on the 13th August, addressed to the Colonial Secretary acknowledging receipt of his letters of the 31st July and 7th August, and tendering the Chamber's thanks to H.E. the Governor for the successful efforts made by him to procure the withdrawal of the above prohibition.

### INFO TO THE STRAITS SETTLEMENTS.

In reference to this question the SECRETARY said that a letter was, on the 13th August, addressed to the Colonial Secretary acknowledging receipt of his letters of the 31st July and 7th August, and tendering the Chamber's thanks to H.E. the Governor for the successful efforts made by him to

## NEW ADVERTISEMENTS



ROYAL NAVAL YARD.

WANTED a CHINESE DRAUGHTSMAN who is a good Tracer and accustomed to making Ship Drawings. Applications to be made in writing to the CHIEF CONSTRUCTOR.

J. BLACK,  
Chief Constructor.

Hongkong, 21st September, 1901. [2398]

WANTED—Competent EUROPEAN BOOKKEEPER. Apply by letter—

LEDGER, G. P. O.

Hongkong, 21st September, 1901. [2394]

HONGKONG RIFLE ASSOCIATION.

THERE will be SPOON COMPETITION TO-DAY (SATURDAY), the 21st September, commencing at 3 P.M. Range 200, 500 and 600 yards.

Seven shots and a sighter at each Range. Members of Committee are requested to meet on the Range at 2.30 P.M.

ALEX. MACKENZIE,

Hon. Secretary.

Hongkong, 21st September, 1901. [91]

NIPPON YUSEN KAISHA.

FOR MANILA:

THE Company's Screw Steamship "ROSETTA MARU". 3,411 tons gross, Captain N. Tait, will be despatched for the above port on FRIDAY, the 27th instant, at 4 P.M.

This Mail Steamer is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamer of the other Lines.

A. S. MIHARA,

Manager.

Hongkong, 21st September, 1901. [2397]

FOR NEW YORK.

THE 33 L.I.L. American ship "STATE OF MAINE," Captain Colcord, will be ready to load on the 1st November for the above port, and will have quick despatch.

For Freight, apply to

CARLOWITZ &amp; CO.,

Hongkong, 21st September, 1901. [2396]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN &amp; CO., HAMBURG.)

FOR NEW YORK.

THE full-powered Steamship "CLAVERDALE" will be despatched for the above port on the 6th November.

For Freight, apply to

CARLOWITZ &amp; CO.,

Agents.

Hongkong, 21st September, 1901. [2395]

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. on the 24th inst. will be landed at Consignees risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASOON, SONS &amp; CO.,

Agents.

Hongkong, 20th September, 1901. [2398]

THE HONGKONG WEEKLY PRESS will

be ready on Monday and will contain:

Leading Articles.—

President McKinley's Death.

Building in Hongkong.

Russia and Manchuria.

Canton's Trade in 1900.

Roads in the Colony.

The Crisis: Telegrams.

Hongkong Legislative Council.

Sanitary Board.

Pirates in Hongkong Waters.

Exciting Scene on the Shantung.

Rabies in Macao.

Nanking Trade in 1900.

Straits Settlements Census.

Queen Victoria's Memorial Fund.

Northern Notes.

Correspondence.

Supreme Court.

Sporting and Other Notes.

Boxing.

Hongkong Football Club.

Hongkong Volunteer Corps.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance, postage, 32.

Extra copies 30 cents each (cash).

Copies can be posted from the Office to addresses sent; including postage, 34 cents each, or \$1 for three copies (cash).

Hongkong, 21st September, 1901.

GERMAN SCHOOL ASSOCIATION.

THE WINTER TERMS commence on the 1st October, a.c. Parents desirous that their Children should join, will please communicate with the Headmaster, Pastor KRIELE, at the School Room, Union Church, Kennedy Road, on week days between 9 A.M. and 12.30 P.M., or with the undersigned.

PAUL BREWITT,

Hon. Secretary.

19, Queen's Road, 2nd Floor.

Hongkong, 17th September, 1901. [2362]

A ON &amp; CO.,

PHOTOGRAPHERS AND PORTRAIT

PAINTERS.

All kinds of Oil Paintings and Photographic Engravings.

39A, TOP FLOOR, QUEEN'S ROAD CENTRAL.

Opposite to Chas. J. Gopp &amp; Co.

Hongkong, 26th March, 1901. [79]

## PUBLIC COMPANIES

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES on SATURDAY, the 28th SEPTEMBER, at Noon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts to 30th June, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 28th September, both days inclusive.

DOUGLAS LAPRAIK &amp; CO.,

General Managers.

Hongkong, 19th September, 1901. [2382]

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LTD. (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a First and Final Dividend of 24 Cents per Preference Share will be Paid. Shareholders are requested to send in their Preference Shares at their earliest convenience to the Undersigned, wherupon Payment of the above Dividend will be made.

M. DENNECKE,

Liquidator.

Hongkong, 24th August, 1901. [2163]

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LTD. (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICE, 14, Des Voeux Road, on MONDAY, the 30th of September, 1901, at 12.15 O'CLOCK, P.M. for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining by EXTRAORDINARY RESOLUTION the manner in which the Balance, Accounts, Books, and Documents of the Company, and of the Liquidator thereof, shall be disposed of.

Hongkong, 29th August, 1901. [2161]

M. BENNECKE,

Liquidator.

Hongkong, 22nd September, 1901. [2321]

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that INTERIM DIVIDENDS of 3 per cent. for the Six Months ended 31st June, being at the rate of 6 per cent. per annum, have been declared on the Preference, Ordinary and Ordinary "B" Shares of this Company.

The Dividend Warrants will be issued on 1st October.

JARDINE, MATHESON &amp; CO.,

Agents.

Hongkong, 19th September, 1901. [2386]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTIETH ORDINARY YEARLY MEETING of the SOCIETY will be held at its HEAD OFFICE, No. 1, QUEEN'S BUILDINGS, Hongkong, on THURSDAY, the 10th October, 1901, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Account for the Year 1900 and for the Half-year ending the 30th June, 1901, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to the 10th October, both days inclusive.

By Order of the Board.

W. J. SAUNDERS,

Secretary.

Hongkong, 20th September, 1901. [2387]

IMPERIAL BANK OF CHINA.

WANTED.

A NEXPERIENCED man of business to act as COMPRADORE from next China New Year.

Full particulars can be obtained on application to the undersigned.

By Order of the Board of Directors.

E. W. RUTTER,

Manager.

Hongkong, 31st July, 1901. [2322]

GOOD JOBING COMPOSITORS.

Permanency for competent men.

Apply at—

Daily Press Office.

Hongkong, 30th July, 1901. [1910]

WANTED.

TO Purchase a good HUNTING DOG.

Apply by letter to—

DAN,

Care of Daily Press Office.

Hongkong, 16th September, 1901. [2351]

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,

2, Pedder's Hill.

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Care of Daily Press Office.

Hongkong, 16th September, 1901. [2352]

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Hongkong, 19th September, 1901. [2383]

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Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

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Hongkong, 15th September, 1901. [2346]

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W. M. PARLANE, Manager.

Hongkong, 17th February, 1899. [65]

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A.B.C. Code, 4th Edition.  
A.I. Code.  
Lieber's Standard Code.

TELEPHONE, 232.  
Hongkong, 21st June, 1901. [154]

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CHILLED SHOT.

20 BORE CARTRIDGES  
16  
12  
10  
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WM. SCHMIDT & CO.,  
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Hongkong, 3rd January, 1901. [151]

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20, Des Vaux Road.  
Hongkong, 18th December, 1900. [146]

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1 & 3, D'Aguilar Street.  
(Behind Hongkong Dispensary).  
Hongkong, 18th April, 1901. [151]

[ALL RIGHTS RESERVED.]  
**AT THE SAVOY,**  
BY  
HELEN MATTHEWS  
(Author of "Comin' thro' the Rye," &c.).  
(Continued)

He brought the steak himself to Tom Greenblades, and with pleasure watched him enjoy portion of it, then to the frivolous young people who would none of his meat, he promised a fruit salad (as the strawberries were all done), and made it of bananas, and pineapple, and maraschino, and many other things mixed after a fashion known only to himself and he lingered, chatting with Tom, while it was eaten.

"M. Joseph," said Tom presently, and his voice was singularly loud for so well-bred a man, "were you in Pairs when Miss Chaffron was nearly torn to pieces by the mob, after being acquitted of the murder of her father?"

A wine-glass fell smashing at the next table, and Tom looked across and met a pair of eyes, out of which, for the moment, fear had driven the devil.

"But, yes, M. Greenblades, I remember. It was a cowardly crime, but she was beautiful, and escaped justice, but not the mob. She must have the marks—he touched her throat lightly—"ill. Yes, I happened to be useful on that occasion. She would know me again, I think."

Someone whispered to Joseph, he was wanted elsewhere, and leaving a blank behind him, and a delightful impression, he vanished.

Tom leaned forward, and looked at the deep, seven-string collar of diamonds, that no one with a throat less long and slender than La Gliane could have worn, and Feversham, startled at the fury with which she painted, at the lighting that blazed from her eyes, touched her arm, and said in a low voice,

"What is the matter?"

"Who is that man?" she cried in French, pointing at Tom. "He insults me by his looks—threw him out!" her breath came in gusts, and her nostrils flickered like a flame in the wind.

"That is my friend, Gréasantes," said Humphrey. His voice was cold, he did not admire temper in women, it had been the icy indifference of La Gliane that had been her greatest attraction for him; he had heart enough and to spare at home.

There came a sudden interruption as Boldi in his picturesque dress of scarlet lace with gold, left his place with the others, and approaching the table at which La Gliane sat, drew his bow across his violin, and with his eyes fixed on her, played his very best for her, and her alone.

La Gliane's spirits rose at this open tribute to her charms, she smiled, and her eyes spoke to Boldi in the oldest language in the world. The two men looked on enviously and impassively, and Tom Greenblades wondered how he should manage to shake off the young trivellers that surrounded him, for he had a word to get in with Feversham before La Gliane left that night.

For to-night was the turning point of the drama, to-morrow would decide if Humphrey carried her off from the other man present, and returned to Elsa or made permanent a folly that would be proclaimed on the rooftops next morning, and to which he would stand condemned before the whole world.

For the Savoy is a public place at which to conduct an escapade: it had been sheer devilry on La Gliane's part bringing him there, and also there was the brute jealousy that exists between man and man where an infamous woman is concerned, and George Bourke and Humphrey Feversham had never got even over an old affair that rankled like a festor in Humphrey's pride.

"Boldi is not doing himself justice to-night," said a girl's petulant voice in Tom's ear, "or else we have got used to Hungarian heartbreaks, and shivers of cold water down our spines!"

"He was never better," said Tom absently, as he looked after the retreating musician, whose back expressed dissatisfaction: he was sharp enough to know that in La Gliane had formed his Princess. "It is you that are blind—like most girls nowadays," he added with a smile that robbed his words of their sting.

He was watching the gradual extinguishing of the lights; already the room was half in darkness, and like children children the feathers were reluctantly preparing to depart; he glanced across at La Gliane, whose wicked face was for the moment steadied by thought within the next few seconds she would rise, she would look from one resolute, waiting man to the other, she would choose—Elsa's whole fate hung on that decision, and Tom set his teeth hard as he waited—but why wait? A strong man does or dies, he needs not to wait on other wills.

He snatched the bill he had just paid from the table, tore off a portion, and on the other side of it wrote a few words in big letters, then stood up as La Gliane rose and extended her arms for the cloud of chiffon frills that she called a cloak, and which a waster waited to fold about her.

Humphrey held her gloves, Bourke her fan, but before she could hold out her hand for either, Tom Greenblades, bowing with the utmost deference, was holding before her eyes a scrap of paper upon which her eyes fell involuntarily, fell and stared, and stared idiotically, then like a beast of prey she snatched it from him took Bourke's arm with a furious gesture, and without a glance at Feversham, hurried away.

"Curse you!" cried Feversham under his breath, savagely, but Tom had disappeared, and in the murmuring crowd that jostled out in the darkness was neither to be seen nor overtaken.

Outwardly controlled, and exchanging many salutations in the lobbies and on the staircase, but inwardly boiling with passion, Feversham struck off towards the Embankment, meaning to return on foot to Carlton House Terrace. When he heard steps behind him he did not turn, and present Tom's bold form forged ahead, and Feversham swore deeply.

"Fine night," said Tom pleasantly, and Feversham faced round, and his eyes blazed.

"What did you write to La Gliane?" he said.

"That is not her own name, you know," said Tom lighting a cigarette, "and somehow it seemed to upset her a bit calling her by the right one—the one I knew her by, when I happened to do her a slight service."

"She has a right to call herself by what name she pleases," cried Feversham, shaking with rage; the woman was nothing, but Bourke had scored again, and his own defeat was bitter as gall on his tongue."

"The Paris police call her Mario Chaffron," said Tom, quite unmoved, and soberly happy. "Elsa, this time at least, was saved."

"Chaffron" repeated Feversham with knitted brows, trying in the midst of his turmoil to recall something that escaped him, "what has it to do with you, waddler, if she has as many names as there are days in the year?"

"Nothing," said Tom quietly. "But when I saw old friend breaking up his home, and ruining his happiness for the sake of a parricide, I chose to interfere."

Feversham's groping brain had found what it wanted at last, and what it found subdued him.

"I remember," he said, standing still. "It was atrocious—the poor old man who loved her—the robbery of his money—her appeal to the jury, and shameless acquittal in the face of facts—and that is La Gliane!"

"So may take it into her head to murder Bourke," said Tom cheerfully, "once you get your e—e in for that sort of thing, it is difficult to stop. I was in Paris at the time, and rescued her when the mob reversed the decision of the jury—and though I've heard of her very often lately, never saw her till to-night—the circumstances printed me clear on her mind."

"Elsie has complained to you?" said Feversham, and his voice was hard. "Only a fellow man could understand how completely, since he had last spoken, he had put La Gliane out of his life, and recommended it."

"Elsie? The right sort of woman never speaks. She may break her heart—but she doesn't complain. If she doesn't break her heart—he paused, they had come to the top of the steps leading to Carlton House Terrace, and a carriage was coming slowly towards them from the opposite direction, so slowly that it was either empty, or those within it were lovers, and trying forlornly to prolong the hour before they must descend.

The two men moved forward to meet it, some insipid keeping each silent, and when they came abreast, the electric light in the centre of the white-lined, cosy interior revealed a lovely woman shrinking a little way from a strikingly distinguished man, whose attitude of passionate plauding revealed him as an ardent wooer.

"Elsie!" ejaculated Feversham, and sprang forward, but Tom, who had muscles of steel, handled him as if he had been an infant, and said roughly:

"What right have you to object? The whole world saw you dine with La Gliane to-night, believes you have gone home with her. There is a link to every woman's forbearance—and you have passed it with Elsa!"

Feversham was silent. They passed his door, then turned to meet the carriage that had also turned, and was now slowly approaching them.

"The couchman and footman the hour," he muttered, "she might have more taste."

"You showed yours signally to-night," said Tom, at the Savoy.

They watched the lights approaching, and on his own doorstep Feversham stopped at the moment the carriage drew up, and Elsa's companion, all unwillingly, sprang out almost into the two men's arms. He staggered, raised his hat, and turned to hand out else, beautiful and white as moonlight, her eyes burning like stars, a woman for whom angels and devils had been fighting during the past hour, for already it had come to her ears who had been dining with La Gliane that night.

He came forward, and their eyes met. Her face changed, lightened; with an exquisite gesture of forgiveness, of surrender, she put out her hand to him, and as the door opened behind him, he led her in, and the two men were left facing each other in the street.

"Good-night," said Tom. "Have a word? Thought it looked like rain—but it has blown over."

Next Week:—"AND NICK," BY ALGERNON  
GIBSON.

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T. M. STEVENS & CO.,  
1, Duddell Street.  
Hongkong, 2nd August, 1901. [194]

## NOTICE OF REMOVAL.

WE beg to give Notice that, to admit of alterations to our Offices and Sale Rooms, we have This Day moved into Temporary Offices, No. 20, DES VŒUX ROAD, the Premises between the Offices of Messrs. Jardine, Matheson & Co. and the P. & O. S. N. Co.

HONGKONG, 16th September, 1901. [235]

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Hongkong, 4th September, 1901. [225]

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68, QUEEN'S ROAD CENTRAL.  
Hongkong, 1st May, 1901. [1145]

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at No. 1, Queen's Road East, Hongkong.  
Hongkong, 17th October, 1899. [179]

## BEKANNTMACHUNG.

DIE EINTRAGUNGEN in den Handelsregister, sowie anderweitige Bekanntmachungen der Kaiserlichen Konsulats werden im Jahre 1901 durch die Zeitungen "DREI OSTASIATISCHE LLOYD" in Shanghai und "THE HONGKONG DAILY PRESS" in Hongkong veröffentlicht, und veröffentlicht werden.

Swatow, 17th December 1900.

DEE KAISERLICHE KONSUL STREICH.

21301



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1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

| DESTINATION                               | VESSEL'S NAME    | FLAG & M&G   | BREATH | CAPTAIN               | FOR FREIGHT APPLY TO    | TO BE DESPATCHED            |
|---|------------------|--------------|--------|-----------------------|-------------------------|-----------------------------|
| LONDON                                    | BOMBAY           | Brit. str.   | 2 m.   | H. S. Bradshaw        | P. & O. S. N. Co.       | To-day, at Noon.            |
| LONDON, &c., via PORTS OF CALL            | CHUSAN           | Brit. str.   | 2 m.   | C. L. Daniel          | P. & O. S. N. Co.       | On 24th inst., at Noon.     |
| LONDON                                    | AJAX             | Brit. str.   | 2 m.   |                       | BUTTERFIELD & SWIRE     | On 1st October.             |
| LONDON                                    | PYTHIUS          | Brit. str.   | 2 m.   |                       | BUTTERFIELD & SWIRE     | On 15th October.            |
| LONDON                                    | CALCHAS          | Brit. str.   | 2 m.   |                       | BUTTERFIELD & SWIRE     | On 29th October.            |
| LONDON                                    | NESTOR           | Brit. str.   | 2 m.   |                       | BUTTERFIELD & SWIRE     | On 12th November.           |
| LONDON                                    | MACHAON          | Brit. str.   | 2 m.   |                       | BUTTERFIELD & SWIRE     | On 23rd November.           |
| LONDON                                    | ULYSSES          | Brit. str.   | 2 m.   |                       | BUTTERFIELD & SWIRE     | On 15th October.            |
| LIVERPOOL DIRECT                          | DAEDANUS         | Brit. str.   | 2 m.   |                       | BUTTERFIELD & SWIRE     | On 15th November.           |
| LIVERPOOL DIRECT                          | PREUSSEN         | Freight str. | 2 m.   | E. Prehn              | MELCHERS & CO.          | On 3rd Oct., at Noon.       |
| BREMEN, via PORTS OF CALL                 | INDUS            | Freight str. | 2 m.   | Duchateau             | MESSEGERIES MARITIMES   | On 23rd inst., at 1 P.M.    |
| MARSEILLE, &c., via PORTS OF CALL         | ANDALUSIA        | Gor. str.    | 2 m.   | Ehlers                | HAMBURG-AMERIKA LINIE   | To-day.                     |
| HAVRE, BREMEN & HAMBURG                   | ARABIA           | Gor. str.    | 2 m.   | Sachs                 | HAMBURG-AMERIKA LINIE   | On 5th October.             |
| HAVRE & HAMBURG                           | KONIGSBERG       | Gor. str.    | 2 m.   | Christiansen          | HAMBURG-AMERIKA LINIE   | On 2nd November.            |
| HAVRE & HAMBURG                           | BAMBERG          | Gor. str.    | 2 m.   | Jacobs                | HAMBURG-AMERIKA LINIE   | On 16th November.           |
| HAVRE & HAMBURG                           | SEGOVIA          | Gor. str.    | 2 m.   | Poerck                | HAMBURG-AMERIKA LINIE   | On 30th November.           |
| HAVRE & HAMBURG                           | MARBURG          | Gor. str.    | 2 m.   | von Binzer            | HAMBURG-AMERIKA LINIE   | On or about 15th October.   |
| HAVRE & HAMBURG                           | ANATA            | Brit. str.   | 2 m.   | Kendall               | HAMBURG-AMERIKA LINIE   | Quick despatch.             |
| NEW YORK VIA SUEZ CANAL                   | STATE OF MAINE   | Amer. ship.  | 2 m.   | Dodwell & Co. Limited | HAMBURG-AMERIKA LINIE   | On 25th inst.               |
| NEW YORK VIA PORTS & SUEZ CANAL           | MOUL             | Brit. str.   | 2 m.   | McGregor Bros. & Gow  | HAMBURG-AMERIKA LINIE   | On 28th inst.               |
| NEW YORK VIA SUEZ CANAL                   | GLENOYLE         | Brit. str.   | 2 m.   | Moore                 | HAMBURG-AMERIKA LINIE   | On or about 15th October.   |
| NEW YORK                                  | LONGSHIPS        | Amer. ship.  | 1 m.   |                       | JARDINE, MATHESON & CO. | On or about 25th Oct.       |
| VANCOUVER, via SHANGHAI &c.               | MANUEL LLAGUNO   | Gor. str.    | 2 m.   |                       | SHAWAN, TOME & CO.      | On 5th November.            |
| VICTORIA, B.C. & TACOMA via SHANGHAI, &c. | CLAVELDAHL       | Brit. str.   | 2 m.   |                       | CARLOWITZ & CO.         | On 25th inst.               |
| SAN FRANCISCO via AMOY, SHANGHAI, &c.     | EMPEROR OF JAPAN | Brit. str.   | 2 m.   |                       | CANADIAN PACIFIC R. CO. | On 6th November.            |
| SAN DIEGO, &c., via MOJI, &c.             | TARTAR           | Brit. str.   | 2 m.   |                       | CANADIAN PACIFIC R. CO. | On 1st October.             |
| AUSTRALIAN PORTS                          | OLYMPIA          | Brit. str.   | 2 m.   |                       | DODWELL & CO. LIMITED   | Quick despatch.             |
| AUSTRALIAN PORTS                          | TEENKAI          | Jap. str.    | 2 m.   |                       | JARDINE, MATHESON & CO. | On 12th Oct., at Noon.      |
| KOBE & YOKOHAMA                           | HONGKONG MARU    | Amer. str.   | 2 m.   |                       | TOYO KISEN KAISHA       | On 24th inst.               |
| TIENTSIN                                  | CITY OF PEKING   | Brit. str.   | 2 m.   | O. & O. S. N. Co.     | HAMBURG-AMERIKA LINIE   | On 15th October.            |
| SHANGHAI                                  | STRAIGHTY        | Brit. str.   | 2 m.   |                       | BUTTERFIELD & SWIRE     | On 27th inst., at 4 P.M.    |
| ANPING, via SWATOW & AMOY                 | ROSETTA MARU     | Jap. str.    | 2 m.   | N. Tate               | NIPPON YUSEN KAISHA     | On 3rd Oct., at Noon.       |
| FOOCHEW via SWATOW & AMOY                 | AILIE            | Brit. str.   | 2 m.   | St. John George       | HAMBURG-AMERIKA LINIE   | On 12th October.            |
| SHANGHAI & CHINKIANG                      | CHINGTU          | Jap. str.    | 2 m.   |                       | BUTTERFIELD & SWIRE     | On 27th inst., at Daylight. |
| AMOY & TAMSUI                             | INARA MARU       | Brit. str.   | 2 m.   | W. Bainbridge         | NIPPON YUSEN KAISHA     | On 25th inst.               |
| MANILA                                    | KWEILYAN         | Gor. str.    | 2 m.   |                       | BUTTERFIELD & SWIRE     | To-morrow, at 6 A.M.        |
| SINGAPORE, PENANG & CALCUTTA              | LYCEMOON         | Fren. str.   | 2 m.   | Th. Lehmann           | SIEMENS & CO.           | On or about 24th inst.      |
| SINGAPORE & BOMBAY                        | LAOS             | Brit. str.   | 2 m.   | Riquier               | MESSEGERIES MARITIMES   | On or about 27th inst.      |
| SINGAPORE & BOMBAY                        | BENGAL           | Brit. str.   | 2 m.   | A. L. Valentini       | P. & O. S. N. Co.       | On 3rd October.             |
| HAINAN                                    | MAIDIZU MARU     | Jap. str.    | 1 m.   | K. Suzuki             | MITSUI BUSSAN KAISHA    | On 25th inst., at Daylight. |
| ANPING                                    | ANPING MARU      | Jap. str.    | 1 m.   | S. Asumi              | MITSUI BUSSAN KAISHA    | To-morrow.                  |
| TAMSUI                                    | WHAMPAA          | Brit. str.   | 2 m.   | K. Sobajima           | MITSUI BUSSAN KAISHA    | To-day.                     |
| SHANGHAI & CHINKIANG                      | HAIKHU           | Brit. str.   | 2 m.   | Davis                 | BUTTERFIELD & SWIRE     | To-day, at 10 A.M.          |
| AMOY & TAMSUI                             | ROSETTA MARU     | Jap. str.    | 2 m.   | N. Tait               | Douglas, Lapraik & Co.  | On 27th inst., at 4 P.M.    |
| MANILA                                    | CHINGTU          | Brit. str.   | 2 m.   |                       | BUTTERFIELD & SWIRE     | On 12th October.            |
| SINGAPORE, PENANG & CALCUTTA              | LAISANG          | Aus. str.    | 2 m.   |                       | JARDINE, MATHESON & CO. | On 24th inst., at Noon.     |
| SINGAPORE & BOMBAY                        | CARINTHIA        | Brit. str.   | 2 m.   | Payne                 | SANDER, WIELER & CO.    | On 27th inst.               |
| TIENTSIN                                  |                  |              |        |                       | P. & O. S. N. Co.       | On or about 5th October.    |

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For Freight or Passage, apply to

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Hongkong, 20th September, 1901. [2388]

## HAMBURG-AMERIKA LINIE.

## FOR SHANGHAI.

THE Steamship.

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Captain Th. Lehmann, will be despatched for the above port TO-MORROW, the 22nd inst., at 6 A.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SIEMENS & CO., Agents.

Hongkong, 19th September, 1901. [2384]

## THE OSAKA SHOSEN KAISHA, LIMITED.

## FOR TAMSUI via SWATOW AND AMOY.

THE Company's Steamship.

## DAIGI MARU.

Captain K. Sobajima, will be despatched for the above ports TO-MORROW, the 22nd inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th September, 1901. [17]

## COMPAGNIE DES MESSAGERIES MARITIMES, PAQUEBOTS-POSTE FRANCAIS.

## STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

SAFETY. SPEED. PUNCTUALITY.

## STEAM NAVIGATION COMPANY.

FOB STEAMERS TO SAIL ON REMARKS.

LONDON { BOMBAY { Noon, 21st } Freight or Passage.

SHANGHAI { BENGAL { About 27th } Freight or Passage.

LONDON, &c. { CHUSAN { Noon, 28th } See Special Advertisement.

SINGAPORE { TIENTSIN { About 5th } Freight only.

BOMBAY { W. W. Cocke, E.N.R. { October } Calling at Penang and Colombo if sufficient inducement offers.

## ROYAL MAIL STEAMSHIP LINE.

## THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamship—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION).

\* EMPRESS OF JAPAN ... Comdr. H. Pybus, E.N.R. WEDNESDAY, 25th Sept., 1901

\* EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd Oct., 1901

\* "TARTAR" 4,425 Tons. Comdr. E. Beetham, R.N.R. WEDNESDAY, 6th Nov., 1901

\* "INDIA" ... Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Nov., 1901

\* "ATHENIAN" 3,882 Tons. Capt. H. Mowatt WEDNESDAY, 4th Dec., 1901

**THE** attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG,

PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

IN RUSSIA PROPOSED SAULINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

PREUSSEN THURSDAY 3rd October.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 16th October.

SACHSEN WEDNESDAY 30th October.

KIAUTSCHOU (Hamburg-Amerika Linie) WEDNESDAY 13th November.

BAVARIA WEDNESDAY 27th November.

STUTTGART WEDNESDAY 11th December.

KONIG ALBERT WEDNESDAY 23rd December.

PRINZESS IRENE WEDNESDAY 8th Jan., 1902.

PRINZ HEINRICH WEDNESDAY

## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

| FROM                  | STEAMERS  | TO                 | DUE |
|-----------------------|-----------|--------------------|-----|
| GLASGOW and LIVERPOOL | "CALCHAS" | On 26th September. |     |
| GLASGOW and LIVERPOOL | "NESTOR"  | On 1st October.    |     |
| GLASGOW and LIVERPOOL | "LAERTES" | On 9th October.    |     |

## HOMEWARDS.

| FOR  | STEAMERS   | TO SAIL   |  |
|--|------------|---|--|
| LONDON   | "AJAX"     | On 1st October.   |  |
| LONDON   | "PYRRHUS"  | On 15th October.  |  |
| LONDON   | "CALCHAS"  | On 29th October.  |  |
| LONDON   | "NESTOR"   | On 12th November.   |  |
| LONDON   | "MACHAON"  | On 26th November.   |  |
| LIVERPOOL DIRECT   | "ULYSSES"  | On 15th October.  |  |
| (Taking Cargo at London Rates)   | "DARDANUS" | On 15th November.   |  |
| LIVERPOOL DIRECT   | "DARDANUS" | On 15th November.   |  |
| (Taking Cargo at London Rates)   | "CALCHAS"  | left Singapore on the 18th instant, a.m., and is due in Hongkong on the 23rd instant. |  |
| The S.S. "AGAMEMNON" from GLASGOW and LIVERPOOL, arrived on the 19th inst., a.m., and will sail for SHANGHAI and JAPAN on 21st inst. |            | For Freight, apply to   |  |

BUTTERFIELD & SWIRE,  
AGENTS O. S. S. CO.

Hongkong, 16th September, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

| FOR                     | STEAMERS   | TO SAIL            |  |
|-------------------------|------------|--------------------|--|
| SHANGHAI & CHINKIANG    | "WHAMPOA"  | On 21st September. |  |
| TIENTSIN                | "KWEIYANG" | On 25th September. |  |
| SHANGHAI                | "TSINAN"   | On 3rd October.    |  |
| MANILA                  | "CHINGTU"  | On 12th October.   |  |
| PORT DARWIN, THURSDAY   | "CHINGTU"  | On 12th October.   |  |
| ISLAND COOKTOWN, TOWN   | "CHINGTU"  | On 12th October.   |  |
| SVILLE BRISBANE, SYDNEY | "CHINGTU"  | On 12th October.   |  |
| and MELBOURNE           | "CHINGTU"  | On 12th October.   |  |

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 16th September, 1901.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND  
CALCUTTA.

| THE Company's Steamship          | PROPOSED SAILINGS FROM HONGKONG.   |  |
|----------------------------------|--|--|
| "LAISANG"                        | Captain Payne, will be despatched above on TUESDAY, the 24th instant, at NOON. |  |
| For Freight or Passage, apply to | JARDINE, MATHESON & CO.,<br>General Managers.                                  |  |
| Hongkong, 17th September, 1901.  | [2365]   |  |

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE.

Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States

in connection with the GREAT NORTHERN RAILWAY CO'S LINES.

THE Steamship

"TEENKAI"

4,642 tons. Commander H. C. Harris, is due on 24th instant, and will have quick despatch.

For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON &amp; CO., Agents.

Hongkong, 11th September, 1901.

[2317]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 11th September, 1901.

[19]

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SEAS CANAL

PROPOSED SAILINGS FROM HONGKONG.

"MOGUL" On 25th September.

"SA'SUMA" On 20th October.

"KURIDZAN" On 5th November.

"LENOX" On 20th November.

"RICHMOND CASTLE" End of November.

"HILLGLEN" For Freight and further information apply to

PODWELL &amp; CO., LTD., Agents.

Hongkong, 14th September, 1901.

[1739]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PEGASIAN, GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 28th September, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &amp;c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 16th September, 1901.

[1]

## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

OUTWARDS.

STEAMERS

"CALCHAS" On 26th September.

"NESTOR" On 1st October.

"LAERTES" On 9th October.

## HOMEWARDS.

STEAMERS

"AJAX" On 1st October.

"PYRRHUS" On 15th October.

"CALCHAS" On 29th October.

"NESTOR" On 12th November.

"MACHAON" On 26th November.

"ULYSSES" On 15th October.

(Taking Cargo at London Rates)

"DARDANUS" On 15th November.

(Taking Cargo at London Rates)

The S.S. "CALCHAS" left Singapore on the 18th instant, a.m., and is due in Hongkong on the 23rd instant.

The S.S. "AGAMEMNON" from GLASGOW and LIVERPOOL, arrived on the 19th inst., a.m., and will sail for SHANGHAI and JAPAN on 21st inst.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS O. S. S. CO.

[15]

## VESSELS ON THE BERTH

## U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING" TUESDAY, 24th September, at NOON.

"GAELIC" WEDNESDAY, 2nd October, at NOON.

"CHINA" SATURDAY, 19th October, at NOON.

"DORIC" TUESDAY, 29th October, at NOON.

"PERU" TUESDAY, 12th November, at NOON.

"COPTIC" WEDNESDAY, 20th November, at NOON.

TUESDAY, 27th November, at NOON.

WEDNESDAY, 28th November, at NOON.

THURSDAY, 29th November, at NOON.

FRIDAY, 30th November, at NOON.

SATURDAY, 1st December, at NOON.

SUNDAY, 2nd December, at NOON.

MONDAY, 3rd December, at NOON.

TUESDAY, 4th December, at NOON.

WEDNESDAY, 5th December, at NOON.

THURSDAY, 6th December, at NOON.

FRIDAY, 7th December, at NOON.

SATURDAY, 8th December, at NOON.

SUNDAY, 9th December, at NOON.

MONDAY, 10th December, at NOON.

TUESDAY, 11th December, at NOON.

WEDNESDAY, 12th December, at NOON.

THURSDAY, 13th December, at NOON.

FRIDAY, 14th December, at NOON.

SATURDAY, 15th December, at NOON.

SUNDAY, 16th December, at NOON.

MONDAY, 17th December, at NOON.

TUESDAY, 18th December, at NOON.

WEDNESDAY, 19th December, at NOON.

THURSDAY, 20th December, at NOON.

FRIDAY, 21st December, at NOON.

SATURDAY, 22nd December, at NOON.

SUNDAY, 23rd December, at NOON.

MONDAY, 24th December, at NOON.

TUESDAY, 25th December, at NOON.

WEDNESDAY, 26th December, at NOON.

THURSDAY, 27th December, at NOON.

FRIDAY, 28th December, at NOON.

SATURDAY, 29th December, at NOON.

SUNDAY, 30th December, at NOON.

MONDAY, 31st December, at NOON.

TUESDAY, 1st January, at NOON.

WEDNESDAY, 2nd January, at NOON.

THURSDAY, 3rd January, at NOON.

## POST OFFICE NOTICES.

The *Lao*, with the French Mail of the 23rd ult., left Saigon to-day, the 21st inst., at 6 a.m., and may be expected here on or about Tuesday, the 24th inst. This packet brings replies to letters despatched from Hongkong on the 20th July.

## MAILS WILL CLOSE.

FOR P.E.B.

| Canton                            | Hankow       |
|-----------------------------------|--------------|
| Anoy and Tamsui                   | Huiching     |
| Singapore and Penang              | Andalusia    |
| Swatow and Bangkok                | Bogaburi     |
| Shanghai                          | Daybreak     |
| Singapore                         | Agamemnon    |
| Quang-show-wan, Hoitow and Pakhoi | Bonshay      |
| Samarang                          | Hailan       |
| Macao                             | Tordenskjold |
| Choo-fu and Nowchwang             | Hengshan     |
| Shanghai and Chingking            | Independent  |
| Shanghai                          | Whampoa      |
| Singapore                         | Lyceum       |
| Quang-show-wan, Hoitow and Pakhoi | Daiji Maru   |
| Canton                            | Toucan       |
| Singapore                         | Telarots     |

EUROPE, &c., India via Tuticorin... Extra  
(Late Letters 11.10 to 11.30 A.M.) Extra  
Postage 10 cents.)

India

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
HONOLULU and SAN FRANCISCO...  
(Supplementary mail on board up to the time  
fixed for departure of the mail. Extra  
Postage 10 cents.)

Singapore, Penang and Calcutta

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
VICTORIA and VANCOUVER, B.C.  
(Supplementary mail on board up to the time  
fixed for departure of the mail.  
Extra Postage 10 cents.)

Tientsin

EUROPE, &c., India via Tuticorin... Extra  
(Late Letters 11.10 to 11.30 A.M.) Extra  
Postage 10 cents.)

Preussen

EUROPE, &c., India via Tuticorin... Extra  
(Late Letters 11.10 to 11.30 A.M.) Extra  
Postage 10 cents.)

Prussia

Shanghai, Port Darwin, Thursday Island, Cook  
town, Cairns, Townsville, Brisbane, Sydney  
and Melbourne

## COMMERCIAL.

## CLOSING QUOTATIONS.

30th September

| ON LONDON—                         | Telegraphic Transfer  | 1/11        |
|------------------------------------|-----------------------|-------------|
| Bank Bills, on demand              |                       | 1/11        |
| Bank Bills, at 30 days' sight      |                       | 1/11        |
| Bank Bills, at 4 months' sight     |                       | 1/11        |
| Credits, at 4 months' sight        |                       | 1/11        |
| Documentary Bills, 4 months' sight |                       | 1/11        |
| P.A.S.—                            |                       |             |
| Bank Bills, on demand              |                       | 2.44        |
| Credits, at 4 months' sight        |                       | 2.47        |
| ON GERMANY—                        | On demand             | 1.98        |
| ON NEW YORK—                       | Bank Bills, on demand | 47          |
| Credits, 60 days' sight            |                       | 47          |
| ON ROMANIA—                        | Telegraphic Transfer  | 145         |
| Bank, on demand                    |                       | 145         |
| ON CALCUTTA—                       | Telegraphic Transfer  | 145         |
| Bank, on demand                    |                       | 145         |
| ON SHANGHAI—                       | Bank, at sight        | 73          |
| Private, 30 days' sight            |                       | 73          |
| ON YOKOHAMA—                       | On demand             | 5 p.c. pm.  |
| ON MANILA—                         | On demand             | 34 p.c. pm. |
| ON SINGAPORE—                      | On demand             | 4 p.c. pm.  |
| ON BATAVIA—                        | On demand             | 113         |
| ON HAIPHONG—                       | On demand             | 1 p.c. pm.  |
| ON SAIGON—                         | On demand             | 14 p.c. pm. |
| ON BANGKOK—                        | On demand             | 604         |
| SOVEREIGN'S Bank's Buying Rate     |                       | \$10.23     |
| GOLD LEY, 100 fine, per troy       |                       | \$53.40     |
| BAR SILVER, per oz.                |                       | 64          |

## OPIUM.

20th September.

Quotations are—Allow no less than 1 catty.  
Malwa New \$880 to \$890 per picul.  
Malwa Old \$890 to \$900  
Malwa Older \$900 to \$920  
P. P. per wrapped \$890 to —  
Persian fine quality \$830 to —  
Persian extra fine — to —  
Patna New \$857 to — per chest.  
Patna Old \$870 to —  
Benares New \$910 to —  
Benares Old \$840 to —

## VESSELS EXPECTED.

THE FRENCH MAIL.

The M.M. steamer *Lao*, with the next French mail, left Saigon on the 21st inst., at 5 a.m., for this port.

## THE AMERICAN MAIL.

The O. & O. steamer *Cadiz*, with mails, &c., from San Francisco to the 27th ult., via Honshu, has arrived at Yokohama, and left for this port on the 18th inst., a.m., via Inland Sea, Kobe, Nagasaki and Shanghai.

The T.K.K. steamer *Hongkong Maru*, with mails, &c., left San Francisco for this port via Honshu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 4th inst.

The P.M. steamer *China*, with mails, &c., left San Francisco for this port via Honshu, Inland Sea, Kobe, Nagasaki and Shanghai, on the 12th inst.

## THE INDIAN MAIL.

The steamer *Lightning*, from Calcutta, left Singapore for this port on the 14th inst., p.m.

## THE CANADIAN MAIL.

The C.P.R. steamer *Empress of China* left Vancouver at 11.30 p.m. on the 9th inst. for Hongkong via usual ports.

## MERCHANT STEAMERS.

The O.S.S. steamer *Calcas* left Singapore on the 18th inst., a.m., and is due in Hongkong on the 23rd inst.

The N.Y.K. steamer *Rosette Maru* (Australasian Line) left Kobe via Nagasaki and Shimokita for this port on the 17th inst., a.m., and is expected to arrive here on the 24th inst.

The N.Y.K. steamer *Iwado Maru* (European Line) left Singapore for this port on the 19th inst., and is expected to arrive here on the 24th inst., p.m.

The steamer *Richmond Castle* from New York, left Singapore for Hongkong via Manila on the 7th inst.

## JOINT STOCK SHARES.

Hongkong, 20th September.

COMPANY. PAID UP. QUOTATIONS.

Banks—

Hongkong &amp; Sh. \$125 \$600, buyers

De deferred £100 26s. 5s.

China &amp; Japan ord. £4 2s. 5s.

Nat'l. Bank of China £21 2s. 5s.

A. Sharpe £28 2s. buyers

H. Shared £21 15s. sellers

Koun Share £21 10s.

Bell's Asbestos £10 2s. 5s.

Campbell, Moore &amp; Co. £15 3s.

China-Burneo Co., Ltd. £15 3s.

China Light and Power £20 2s. nominal

Power Co., Ltd. £10 2s. buyers

China Prov. L. &amp; M. £10 2s. buyers

China Sugar £100 1,000, sellers

Cigar Companies £300 1,000, sellers

Aithamha, Ltd. £100 1,000, sellers

Philippines Tobacco £30 50s.

Trax Co., Ltd. £100 1,000, sellers

Cotton Mills £100 1,000, sellers

Ewo International £100 1,000, sellers

Lao King Mow £10 2s. 5s.

Soecheo £100 1,000, sellers

Yahlong £100 1,000, sellers

Hongkong £100 1,000, sellers

Dairy Farm £25 2s. 5s. sellers

Fowick &amp; Co., Goo. £10 2s. 5s. sellers

Green Island Cement £10 2s. 5s. sellers

H. &amp; C. Bakery £10 2s. 5s. sellers

Hongkong &amp; C. Gas £10 2s. 5s. sellers

Hongkong Electric £10 2s. 5s. sellers

H. H. L. Tramways £10 2s. 5s. sellers

H. &amp; S. Steam Water-boat Co. £10 2s. 5s. sellers

Hongkong Hotel £10 2s. 5s. sellers

Hongkong Jewels £10 2s. 5s. sellers

Hongkong Jute £10 2s. 5s. sellers

Hongkong Law £10 2s. 5s. sellers

Hongkong Live £10 2s. 5s. sellers

Hongkong Rope £10 2s. 5s. sellers

H. &amp; W. Duck £10 2s. 5s. sellers

Kweiyang £10 2s. 5s. sellers

Lantern £10 2